INSIDE TRACK

SAFETY · MARKET STREET RY. CO. · COURTESY · SERVICE

CHERRY BLOSSOMS

Japanese Tea Garden
Golden Gate Park

MARCH 1937

Vol. 16 No. 3

INSIDE TRACK

A MAGAZINE BY AND FOR THE EMPLOYEES OF

MARKET STREET RAILWAY COMPANY

58 SUTTER STREET SAN FRANCISCO, CALIF.

This information is not issued in connection with any sale or offer for sale or offer to buy any security.

EARL G. RYAN, Editor W. B. FARLOW, Art Editor J. H. MENTZ, Official Photographer

VOL. 16 MARCH, 1937 NO 3

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Public Relations

How do public relations affect me? How can I help to increase my popularity or that of my Company? Why should I have to think of Public Relations when my job is on the platform?

All these questions are logical and fair, if one does not understand his job or has little concern for his employer. On the other hand, if a man is interested in his work, and wants to see his employer prosper, he must be keenly interested in their relations to the public and what the public thinks of his Company.

First, How do public relations affect me? can be answered in many ways. Good public relations make work easier. It makes work more cheerful and pleasant. Meeting the public is more than just a business transaction. It is a pleasure such as a social meeting, or a meeting with friends. Such a meeting is a pleasure and not a hardship.

Second, How can I help to increase my popularity or that of my Company? By giving thought to your job. By applying the Golden Rule, giving the other fellow the breaks, and treating him as you would like to be treated. When entering a store, we expect certain attention be given us. We want to be noticed and waited upon with reasonable speed, and we expect courteous treatment.

Third, Why should I think of public relations when my job is on the platform? Well, the man who is interested in his job, and he must be because he expects to receive his pay envelope, must also make it possible for his employer to earn a reasonable amount; in fact, enough to pay those wages for his services plus a fair and reasonable rate of interest on investment.

Better Rides . . . More Riders

Electric light and power companies have a slogan, "Better light—better sight." The meaning is obvious. Sell more light by showing people the advantages and benefits of better light and they will increase their sales of energy in proportion.

The same can be said of the transportation industry: "Better rides —more riders." It is our duty to give the public reason for using our service. We can produce better rides by increasing the rider's comfort, with smooth operation. We offer freedom of traffic hazards, freedom from parking scramble and worry, and safety, which is not equalled by any other form of transportation.

Now, let us tell people about the service we have for sale. Compare it with the use of a private auto with its problems. The worry of driving, hunting parking space, the expense of gasoline, insurance, damages, etc. The street car ride is free from all these worries. It is a money-saving ride with freedom to read as you ride. Make use of some of these benefits when telling your story and help build patronage. This is the only way revenue can be increased and the Company put back on its feet as a going concern.

ROUGH OPERATION

BLAM!!
WELL, I SEE OLD DRIZZLE-PUSS IS NURSING ANOTHER GROUCH THIS MORNING. GUESS HIM AND THE CON HAS HAD A LITTLE LOVE SPAT-
YEH-IF THE CON IS A LITTLE SLOW IN GIVING HIM THE BELLS HE SULKS ALL THE WAY DOWNTOWN
SO HE TAKES IT OUT ON THE PASSENGERS, HEH? HE STARTS THAT CAR LIKE IT WAS LOADED WITH POTATOES
LOOK AT THE POOR GUY IN BACK-HE JUST MADE A 3-POINT LANDING-
JIMMY HATLO
1-21
GETTING TO TOWN BY JERKS AND JOLTS WITH A MOTORMAN WHO IS PEEVED AT THE CONDUCTOR OR HIS WIFE-OR SOMEP'N-THEY'LL DO IT EVERY TIME.
THANX TO "RED" BEGLEY
Copr. 1937, King Features Syndicate, Inc., World rights reserved.

Through the courtesy of the Call-Bulletin, and their Cartoonist, Jimmy Hatlo, we re-print the above interesting cartoon which appeared under the caption "They'll Do It Every Time". Jimmy adds the following significant observation, "Getting to town by jerks and jolts with a motorman who is peeved at the conductor or his wife—or somep'n."

This is what the car-rider thinks when a motorman or operator jerks his car along the road. And this is the poorest kind of service to build additional riders or to keep those we have. In fact, this is the easiest way to stop the revenue which pays us our wages, and in short to stop our jobs.

DO YOU KNOW

That it is much easier to operate a car smoothly than roughly? It takes less human energy to feed power slowly and the car responds more gracefully. You make more speed and do it smoothly.

Grateful for Return of Lost Case

February 27, 1937.

Samuel Kahn, Esq.,
President, Market Street Railway Company,
58 Sutter Street, San Francisco, California.

My Dear Mr. Kahn:

Yesterday, while on my way to lunch at the Olympic Club, I left, on one of the Sutter Street cars, a brief case containing important papers.

When I arrived at the club and discovered my loss, I immediately rang up SUtter 3200 and explained to the young lady there the situation. She was extremely courteous and connected me with the Thirty-third Avenue and Clement Street car barn, and the man there, whose name was unknown to me, gave the matter immediate attention, to the extent that the brief case was at once recovered and returned to me.

May I express to these two employes, through you, my appreciation of the promptness and courtesy that they showed. You are certainly to be congratulated on having people of this type in your service.

Very truly yours,
(Signed) THOS. W. HICKEY,
Cullinan, Hickey and Sweigert,
Attorneys at Law,
1401 Mills Tower.

Prefers White Front Car Service to Automobile

February 18, 1937.

Market Street Railway,
San Francisco, Calif.

Gentlemen:

I am planning a trip to San Francisco, Monday (Washington's Birthday), and would like to know whether or not the 20c Sunday and Holiday Pass will be in effect on that day.

During my many Sunday trips to the city, I have found your Green and White Railway Car conductors most helpful and courteous. I have also used the map you put out of the City of San Francisco to great advantage. When visiting your city, I always leave my car in the garage as I have found it much more convenient and less expensive to use the street cars.

Sincerely yours,
Mrs. K. A. Entrican
1423 "H" Street
Sacramento, Calif.

Lobo and Junior on Parade

Lobo at the right and Junior are shown here with the ribbons they won at the American Kennel Club Dog Show held in the Civic Auditorium January 23 and 24, 1937. Lobo came away with every prize in his class, six awards, while Junior took first prize as a pup.

Both dogs are prize performers for their master, Motorman R. S. Courtright of Sutro Division. Recently the S.F. Chronicle carried a picture of the two dogs, Lobo in the act of untying Junior, who had been tied to a pole by his master. Here is what the Chronicle says, February 25:

Dogs Put on Act While Owner, Block Away, Signals Commands

Lobo is a different type of dog. He not only unties himself but helps his four months old son out when he is tied.

He demonstrated this yesterday at Fifth and Mission streets when he found his son, Junior, tied to a light pole. He began to untie it with his teeth while a crowd gathered around. They applauded when it was untied.

It was not until then that the owner of the dogs appeared. He had been directing the dogs by signals a half block away. His name is R. S. Courtright of 574 Twenty-fifth avenue, a street car motorman.

Both are Belgian Shepherds, the father 5 years old. Courtright makes a hobby of training dogs and can make them do tricks while he is standing a block away.

Lobo stood on his hind legs, walked across the street and climbed on top of a fire plug, all upon signals from his master.

Junior has a bandaged foot because he followed his more experienced father over some sharp rocks at the beach.

"Lobo's greatest stunt," said Courtright, "was to go alone from the Palace of Legion of Honor to Harding and Point Lobos boulevard. I did nothing but tell him to do it."

We understand that Courtright will make his appearance in Hollywood, at least until he can show what Lobo and Junior can and will do for him. We wish the trio every success.

New Paint is Appreciated

Mr. H. B. Mills, Manager,
Commercial Department,
Market Street Railway Company,
58 Market Street,
San Francisco, Calif.

Dear Mr. Mills:

Yes, indeed, I noticed the fresh paint and cleaning up of the Waiting Station at 16th and Bryant and was going to write and thank you. It looks as fresh and smiling as the Spring days we have just been enjoying or as delectable as some of the new Easter bonnets.

Thank you again, and also for your courteous letter.

Sincerely,

Mrs. Mary B. Mackenzie,
1542 Sacramento Street.

DO YOU KNOW

If you run into a "derail" switch would you tell the superintendent your car had slack brakes?

Suppose there was another car waiting at the "derail" would you run into the car ahead?

Children Visit Zoo

Children shown in the two pictures herewith are from the Infant Shelter, and are returning from a trip to Fleishhacker Zoo, as guests of the Market Street Railway Company. Mrs. Helen Doble, of the Women's Division, Commercial Department, is hostess of the occasion. This is said to be the only street car company in the world operating a specially equipped car, gratis, for the pleasure of children.

The Infant Shelter is an agency of the San Francisco Community Chest, giving temporary care to sixty children from birth to five years of age. The Shelter has twenty-one members on its Board of Directors and an auxiliary group of about sixty young women, who devote many hours of their time each week to taking the children to and from Clinics, and provide entertainment so the kiddies lives will be richer and more colorful.

The trip to the Zoo as guests of the Company is an outstanding event for these children. It is the topic of discussion for many, many weeks, reviewing the interesting happenings and sights of the day.

Happy Faces

Looking through the windows of the "Student's" car.

Partners— in Good Salesmanship

The engraved invitations were in the mail. To the preacher and the proud mother of the bride was made known the existing duly solemnized marriage of the young couple. THE FACTS REQUIRED GOOD SALESMANSHIP.

When guests had arrived from near and far. When before the preacher stood the wedded pair. Good Salesmanship was there.

For to simplify the situation it was said:

"Have you taken this woman as your lawful wedded wife?"

"I have."

"Have you taken this man as your lawful wedded husband?"

"I have."

In answer to the question do you sell transportation, let us answer, "I have." For Good Salesmanship is not in good intentions, it is in results. Let us put our Sales behind us.—"I have."

Market Street Railway Company

STATEMENT OF HOSPITAL DEPARTMENT FOR YEAR ENDED DECEMBER 31, 1936

Received from Participants		$25,033.22
Expenditures:		
Hospital Accommodations, Medical Supplies, etc.	$18,354.49	
Salaries of Medical Staff	12,685.10	
Miscellaneous	735.86	
		$31,775.45
Deficit (advanced and paid by Market Street Railway Company)		$ 6,742.23

* * *

The above Hospital Department report for the year 1936 speaks for itself. The monthly contribution of seventy-five cents ($0.75) per month from each employee, does not pay the cost of this department, and, as usual, the Company pays the deficit for us, amounting to $6,742.62.

Employee benefits far exceed the small cost to us. Without this protection, many employees would have very little care when sick or injured.

* * *

Just as a reminder, let us quote from the Medical Department Rule Book, issued April 1, 1934. Under Article 11 "Benefits and Restrictions":

Section 1. All contributors shall be entitled to the following benefits, subject to conditions and regulations as herein specified:

A. Hospital care in wards. General hospital selected by the Company.

B. Medical and Surgical attention.

C. Medical and Surgical dressings.

D. Artificial limbs and artificial eyes.

E. Eyes will be examined and glasses prescribed. The Department will not furnish glasses.

F. Ambulance service for care arising within the County where Industry is located, and in Daly City and Colma.

* * *

Briefly these are the benefits. The exceptions listed in the next sections are very few, and do not restrict the average employee.

Letters of "Appreciation" and "Thanks"

Mr. E. M. Massey, Secretary,
Market Street Railway Co.,
My Dear Mr. Massey:

May I express my appreciation and sense of gratitude to you for the care and devotion of the doctor as well as the hospitalization tendered my brother during his brief illness?

For the excellent business dispatch in the insurance settlement, please accept my admiration; it justifies my brother's loyalty and joy in his work during all the years.

Respectfully,
Mary T. Lahey,
649 Faxon Avenue.

Mr. E. M. Massey,
Market Street Railway Co.,
58 Sutter Street, City.

My Dear Sir:

May I extend to you and the Market Street Railway officials, my sincere thanks for your kindness to Mr. Waters and to me.

I am enclosing the Insurance receipt, signed by me as per instructions.

Sincerely and gratefully,
J. Josephine Waters,
(Mrs. Fred C. Waters.)

Service Without Thanks

In Brief.

Court of Common Sense. 1937.

Judge: John Citizen.

Facts . . . . The wind blew Mr. Don Frisco's new spring fedora under the front truck of one Market Street R.R. "Safety Car." Hats blown by the wind are as ornery as other inanimate objects (the lost collar-button, the knot in the broken shoe-lace, the letter to mail for the wife), they insist on stopping out of reach of all available tools. To recover the hat it was necessary for the operator to back the car. The car was backed and the hat returned to the bewildered owner—so bewildered, in fact, even "Thanks" was forgotten.

Question: Was all this worth-while?

Held: Yes—certainly, without a doubt.

Reason: As a public service organization all efforts must be directed to the service of the public. No act is too small. We invite as individuals and as a group the opportunity to serve by courtesy in "little things." Every resident, every visitor should be a customer. Our service is sold when we serve with courtesy.

Notices to Trainmen

Whenever you are detailed to take out a car to make an exchange on the road you will please keep all gates closed until conductor or operator has had an opportunity to leave disabled car and take his position at fare box on the car you have brought out to him.

It has been observed that where exchange cars arrive with all gates open, many intending passengers, who have not been on disabled car at all, flock aboard the new car without the payment of fare.

Kindly be governed accordingly.

A. W. Brohman,
Vice President,
In Charge of Transportation.

March 7, 1937.

Your attention is called to a notice pasted in your General Rule Book on page 20, which reads as follows:

"When operating over spur tracks of steam railroad crossing, motormen will slow down to a speed that will enable them to stop before reaching the crossing, in case of an emergency."

In the future Powell and North Point Streets, at the Belt Line Railroad crossing will be a full stop both north and south bound.

A. W. BROHMAN,
Vice President
In Charge of Transportation.

Mar. 2, 1937.

Notice to Conductors and Operators

It has come to my attention that many No. 1004 Union buttons have fallen into the hands of persons who are not employees of this Company, and that holders of these buttons are presenting them for transportation on the cars of this Company.

The mere fact that a man has a Union button in his possession does not entitle him to transportation. He must show his badge or pass to be accorded the privilege of riding free on our cars.

Please be governed accordingly.

A. W. Brohman,
Vice President,
In Charge of Transportation.

February 19, 1937.

Program of Events

M. H. DeYoung Memorial Museum
Golden Gate Park, Cars 5, 21 direct
Open daily from 10 a.m. to 5 p.m.
Loan Exhibition of Islamic Art.
Through March 21st.

The Textile Study Room is now open and appointments for special lectures may be made by telephoning to Etha Wulff at BAyview 2067.

California Palace of the Legion of Honor
Lincoln Park, San Francisco
Cars No. 1, 2 direct
Open daily from 10 a.m. to 5 p.m.

San Francisco Museum of Art
Veteran's Building, Civic Center, Car No. 5 Direct.
Exhibition of Landscape Architecture.
February 13 through Mar. 22, 1937.

This exhibition, the first of its kind in California, includes models of fine modern gardens, small and large, designed for living conditions of today. Landscape architects and architects of the East, as well as those in California, have submitted models. In addition, models, plans, paintings, tapestries, prints tell the story of the development of garden design from ancient Babylonia to nineteeth century America. The exhibition is open free, week days; from twelve noon until ten in the evening and from one until five on Sundays.

Exhibitions of Landscape Architecture, through March 22nd.

The Mask Makers (Masks from Africa, Peru and Alaska), through March 22nd.

Prints since Cezanne, through March 21st.

Exhibition of Exposition Architecture, April 5th, through May 2nd.

Definite

A girl who had moved to a new town decided to go to church on her first Sunday in the place. At the end of the service the young minister hastened to greet her and welcome her into his fold.

"I shall be glad to call upon you next week," he said.

"Don't trouble," was the polite reply. "I have a young man."—Pearson's.

His Duty

The famous counsel had been annoying a witness with some of his questions. The witness, a countryman, objected to counsel's attempts to upset his story, and at length could stand it no longer.

"Luk 'e 'ere," he cried with indignation. "Oi be 'ere to say what Oi be paid to say, and Oi ain't saying nowt else.—Answers.

When We're at Work

The picture here shows the White Front cars at work; at Market and Third Streets, looking towards the Ferries. White Front predominate the view. Third Street cars are taking the crossings, with the signal, while Market Street traffic waits. This is one of the busiest intersections in San Francisco. Third Street carries the No. 15, 16, and 29 lines, while Market Street carries the No. 5, 6, 7, 8, 9, 17, 21, and 31 lines.

DO YOU KNOW

The words "right of way" are only a legal exoneration, but not morally?

It takes two to be involved in an accident, and if one will stop, there will be no accident?

Items of Interest

Gay Lassie

Any girl can be gay,
In a classy coupe;
In a taxi they all can be jolly;
But the girl worth while
Is the girl who can smile
When you're bringing her home on the trolley.

' ' '

Lost Badges

$365.00 REWARD

The lost badges listed below represent rewards totaling $365.00 to the employee or employees who are alert and pick up these badges when presented for transportation. Some of these badges have been stolen from their owner, others have been lost and may never be found. For every badge listed, there is a $5.00 reward as soon as it is turned into the office of the Transportation Department, Room 719, 58 Sutter Street.

Inspectors

24	65	75

Motormen and Conductors

38	830	1397	2028
75	872	1423	2031
76	909	1495	2091
82	981	1502	2149
96	1001	1504	2222
101	1065	1554	2234
130	1077	1588	2276
195	1162	1629	2291
235	1176	1690	2323
449	1178	1694	2329
524	1219	1719	2356
538	1232	1776	2555
549	1272	1885	2559
551	1291	1886	2627
576	1300	1895	2762
597	1312	1923	2779
600	1368	1976	
603	1387	2005	

SUGGESTION IN EFFECT SINCE LAST ISSUE

No. 5038—R. S. COURTRIGHT, Motorman, Sutro Division: "Issue a notice that 1004 union buttons are not good for transportation."

For the suggestion listed above, Motorman Courtright received a check for the usual $10.00 awarded for acceptable suggestions. More money is ready for the employee who makes use of this channel for ideas. Send your suggestions to your Department Head or Superintendent, or mail it to the Company at 58 Sutter Street for consideration.

' ' '

ORATORICAL HINTS

The public speaking class members will appreciate the following verses which came to us through the clipping route. They could have been written for the scholars by their teacher, almost word for word:

If you would be a shining light,
And speak in public every night,
Permit us this advice to utter:
For goodness sake, speak up. Don't mutter.
—Charlie Leedy, Youngstown Vindicator.

Never wave your arms and shout,
Lest those present toss you out;
Never yell and never screech,
For noise never makes a speech.
—Ed Scanlan, Buffalo Evening News

If given 15 minutes, make it 10,
If you'd be invited back again.
Do not smirk; do not frown;
Make it short—and then sit down!
—Selected.

NEW GUIDE

A new street car guide, for lines of the Market Street Railway Company is now being printed, for distribution to the public in place of the familiar green covered guide, "San Francisco through the windows of the White Front Car." This new guide is being dressed up in three colors, green, red and black, and printed on a good grade of white paper. The cover will show a White Front car, a trolley coach and a gas coach, each with green sides and white front. The map will also be in three colors, all electric and cable lines in red, gas coaches in solid green, trolley coaches in green dot and the background map in black. We hope to have these ready for distribution by the first of April, 1937.

* * *

To provide for the San Francisco-Oakland Bay Bridge electric railway terminal in San Francisco, about 100 buildings are being demolished. These buildings range from small one-story frame structures up to six story industrial plants. The Terminal will be located just south of Mission Street between First and Freemont Streets. The new terminal will cost about $3,500,000, and be ready for use during the year 1938.

* * *

Golden Gate Bridge opening date has been set for May 27, 1937, for pedestrians exclusively, and on May 28 for vehicles. The Fiesta in celebration of this event, the completion of the World's longest span, will continue for three days. Unlike the San Francisco Bay Bridge, the Golden Gate Bridge will allow pedestrians to cross at all times. The Bay bridge forbids pedestrian traffic.

* * *

DEMOLITION of a two-story building on Sansome street between Pine and California is clearing the site for a six-story structure to house Pacific Coast headquarters of the Insurance Company of North America.

February 11, 1937, marked the end of the first year of work on the site of the Golden Gate International Exposition, A Pageant of The Pacific. "Pleasure Island," as this new spot has been named, is about 80 per cent complete and the first buildings are already under construction. More contracts are under consideration daily.

* * *

It has recently been determined that the boundary line between San Francisco and Alameda Counties, the same as between the Cities of San Francisco and Oakland, is exactly 4,909 feet east of the Yerba Buena Lighthouse. This point on the new San Francisco-Oakland Bay Bridge is the first pier east of the cantilever section. All of the Key Route Pier and the S. P. Oakland Mole is in Alameda County.

* * *

Old residents regret the disappearance of the Argonaut Hotel, on Fourth Street, south of Market Street. This building has been completely removed and the construction of a new terminal for the Santa Fe Busses is now under way. This new building will be ready for use about June 1, 1937.

* * *

The five most important crops in California, according to their value in dollars, are as follows:

Citrus fruits	$80,759,000
Hay	41,687,000
Cotton and cotton seed	34,935,000
Grapes	32,633,000
Lettuce	24,123,000

Gold production in California for the past two years is the largest since 1862. California is the largest producer in the United States.

Gold in 1935	$31,165,050
Gold in 1936	36,736,000

* * *

All railway lines of the Galveston Electric Company, Galveston, Texas, except three, are to be changed from street car to bus service.

Third Avenue Railway System, New York City, is installing some new cars, built in their own shops. These cars are all of the Safety type, front entrance and center exit. They expect to have 75 of this type car in service in the near future.

In Glasgow, Scotland, the local municipal transit system have introduced a new type, double deck, stream lined car. These cars seat a total of 65, 27 in the lower and 38 in the upper deck. Electric wipers are new as are the ventilation system and the heaters in each deck. Front entrance and rear exit is compulsory.

GOLDEN GATE PARK and Chinatown share admiration with the two new bridges by visitors here, according to replies to 24,142 questionnaires sent out by Californians Inc.

HUMAN RELICS of horse-and-buggy days in San Francisco are gratified that the long-vacant Cliff House is to be reopened with modern improvements.

OUR UNITED STATES!

Only seven percent of the world's population lives in the United States, but this seven percent has a greater purchasing power than all of Europe. The people of this country have created and own more than half the wealth of the world. They harvest more than half the world's foodstuffs. They have half the world's communication facilities. They have nearly half the world's railways and electrical energy. They produce 92 per cent of the world's automobiles. They have built over 600,000 miles of paved roads. They consume half the world's coffee and rubber, three-fourths the world's silk, one-third the world's coal, and two-thirds of the world's crude oil.

To Save Steps

Prospective Home Owner: "And I want you to design the house so that we save all unnecessary steps."

Architect: "I see. You want the bedroom, kitchen, and garage in a straight line."

ARC WELDING CONTEST

One of the largest scientific awards ever established has just been announced by The James F. Lincoln Arc Welding Foundation, Cleveland, Ohio.

In a nation-wide contest open to engineers, technicians, designers and skilled workers who make any use of iron or steel in manufacture or construction, a total of $200,000 will be distributed by the Foundation through 446 prizes for technical papers. The principal winner of the competition will receive not less than $13,700, and substantial awards are provided for winning papers from eleven industrial fields.

The competition, which calls for studies on the application of arc welding to the design and construction of machinery, structures or buildings, will be conducted under the direction of Dr. E. E. Dreese, head of the department of Electrical Engineering at the Ohio State University.

Contestants, it was announced, must have their papers filed, in duplicate, with A. F. Davis, Secretary of the Foundation, P. O. Box 5728, Cleveland, Ohio, not later than June 1, 1938.

This competition marks the first announced activity of the Foundation, which was established at the close of 1936 under a substantial grant from The Lincoln Electric Company. Prospective entrants are urged to communicate promptly with Secretary Davis for full details of the rules and regulations governing the competition.

Mrs. Hallidie Passes

Andrew S. Hallidie invented and placed in operation the cable car as a means of urban transportation in 1873. San Francisco was the scene of this event. The opening chapter in an endeavor which has served the people in all the largest cities throughout the world.

San Francisco witnessed the memorial services for Mr. Hallidie's widow, Martha E. Hallidie, on February 19th, 1937. In apparent assurance of the lasting impression which this pioneer family has left upon our lives, and the life of the city they loved, stand the facts. On February 18th, 1937—San Franciscans were served by the invention of Mr. Hallidie, through the operation of cable cars for 500 car hours daily by the Market Street Railway Company.

* * *

During January, the Stockton Record published a cartoon drawn by Ralph Yardley, featuring one of the old cable cars. Under the caption "Do You Remember," he said "when street cars were built in Stockton for San Francisco Cable Railways?" He then pictured workmen around a partly built cable car of the type formerly used on Haight Street.

* * *

The Junior Chamber of Commerce held a Theme Luncheon on February 18, 1937, to announce the theme of the Golden Gate International Exposition, A Pageant of the Pacific. The day of the luncheon is said to be just two years before the opening date for the Fair.

The theme announced centers around Treasure Island, or Pleasure Island and the theme Girls will be dressed pirate like with all the pirate colors and traditional clothing, boots, dagger, etc. A theme song was also introduced called "Pleasure Island," the words of which follow:

Herman Zelles, 4 years 4 months old son of Conductor Benjamin Zelles (Washington and Mason Division). Herman's ambition to be an engineer (see Inside Track, January 1936) but he is a great sport of horse back riding.

We found a treasure island by the Golden Gate,

A rendezvous of pleasure in the Golden State,

Where life will be heav'n on earth—
A year of joy and mirth—For your treasure

Waiting on the edge of Happy Isle for you

Just to make your every dream come true.

The world will all be there

At the greatest Fair

San Francisco — Nineteen Thirty-Nine.

—Composed by Mayris Chaney, 1937.

Remittance Record

FEBRUARY, 1937

Division	February	January	Rank in January
Valencia	57	65	2
McAllister	60	62	1
Sutro	70	92	4
Fillmore	97	81	3
Mason & Washington	99	92	5
Oak & Broderick	104	95	6
Geneva	138	123	7
Third	147	146	8
Twenty-Fourth	159	166	9
All Lines	105	104	

Valencia in First

After all these years, Valencia makes first place. That is news. And what is more news, Sutro in third and McAllister in second place. The second bracket group have changed very little. Average is up one point over January.

Complaints

FEBRUARY, 1937

Division	Discourtesy	Fares	Transfers	Inattention	Total Feb.	Total Jan.
Washington & Mason	0	0	0	0	0	0
Geneva	0	0	0	0	0	0
Turk & Fillmore	0	0	0	0	0	2
Third	0	0	0	0	0	3
Twenty-Eighth	0	0	0	0	0	4
McAllister	0	0	0	1	1	0
Sutro	0	1	0	0	1	2
Twenty-Fourth	0	0	1	2	3	3
Oak & Broderick	0	0	0	4	4	9
	0	1	1	7	9	23

WHY INATTENTION?

Why should inattention be a cause for complaint when our job is that of serving the public? The entire time necessary to wait on each customer is very small in comparison to the total time in a day's work, and yet customers have cause to make complaints for inattention. You can correct this fault and make your day's work easier, with courtesy and thoughtful service.

1936's Casualty List

The National Safety Council reports that during 1936 accidents killed 111,000 persons in the United States, and caused an economic loss totaling $3,750,000,000. Both figures represent all-time high records.

In addition to the fatalities, about 400,000 persons were permanently disabled by accidents, and 10,300,000 temporarily disabled.

Accidents rose in every field. Home accidents took 39,000 lives—24 per cent more than in 1935. Occupational accidental deaths rose 9 per cent, to 18,000. Miscellaneous public accidents not involving automobiles rose 6 per cent, and killed 19,000.

Worst of all was the toll of the automobile. While the percentage rise was smaller than in most classifications, 4 per cent, fatalities reached the ghastly total of 38,500.

It is clear from these figures that safety work has only begun. Never was the responsibility of educators, public groups, police and the courts greater. Even in 1936 many states, cities and industries managed to show substantial reductions in accidental deaths, as a result of continuous and aggressive safety programs. And in the thirty states which showed increased death totals, according to the Council, "More than half have not performed notable work in any important branch of traffic safety work . . ." Nothing could prove more conclusively that safety work gets results—and lack of safety work keeps the undertaking parlors humming.

It is encouraging that plans for 1937 in most states involve material increases in safety work of all kinds. Perhaps we are beginning to learn something from our horrible past death tolls—and are at last on the road that leads toward general accident prevention.

DO YOU KNOW

If you were to lease a street car you would try everything possible to get the most revenue?

Why not do this for your employer?

General Office Doings

By Mrs. Rubye McTigue

Let us be of Good Cheer, remembering that the misfortunes hardest to bear, are things which never happen.

—Lowell.

How doth the gentle laundress
Search out the weakest joints,
And always scrape the buttons off
At most strategic points!

* * *

And how do you like our new cover? A line of credit to our resourceful Editor. The mag is getting dolled up for Easter.

* * *

The reason why Fred Helms found himself "out on a limb" as a speaker during one of the Pacific Railway Club Meetings is because he didn't join Mr. H. B. Mills public speaking class, no doubt.

Get hep to yourself, Captain Helms. We know what is wrong with this particular auditor, even if you don't.

* * *

Miss Ada Dible, formerly Associate Editor, Oklahoma Meter, of the Oklahoma Gas and Electric Company, has entered the employ of the Market Street Railway Company. She is now serving as Secretary to Mr. L. V. Newton, Vice President.

We welcome Miss Dible and hope she will like us.

* * *

Mr. Smith, of our Law Department, has gained the title of Clifford A. "One Man street car" Smith and is now heading for the championship of the One-man boat in connection with the next Pacific Coast Yachting Championship, which will probably be held in Santa Barbara.

One champ each from Puget Sound, San Francisco Bay, and southern California will race in a series of three tests at the coast meeting, July 4th and 5th.

* * *

Mr. Benjamin Gaines is the name of the unobtrusive young man in the Auditing Department, in case you didn't know.

Have you noticed how many new faces there have been in our ranks lately?

* * *

Did you notice the mailman, Mr. Jensen, trying to look tall, the other day. Maybe it was because he washed his hair, but six foot three and one-half is tall enough for us without any added height.

* * *

Hinda Gould, of the Claims, has adopted the attitude of most of the employes and like the gangsters "won't talk" anymore, being scared of getting into print.

This is to get her out of that silly idea.

* * *

The past month has brought sadness to two of our girls, who lost one of the respected parents.

Helen Rushing feels deeply the loss of her beloved mother, and Mary Towne also, who lost her father.

Both Helen and Mary know that their fellow employees share their suffering and the kind words and thoughts of friends help to lessen the burden.

THOUGHTS WHILE STROLLING

By O. OH! Curtice

As I emerged from my hole in the wall this morning, I was accosted by a little girl of about six. She had evidently been pacing up and down our street in great distress, judging from the look of relieved panic on her face as she pounced upon me, so to speak.

"We have to go to school," stated the little miss, "will you help us across the street? It's just around the corner."

"Us!" I stuttered, feeling for my rabbit's foot, recalling to mind the antics of the invisible Bismark in "Love on the Run." "You and who else?" I managed to inquire, looking guardedly up and down the street.

"Oh," smiled the little girl, "my two sisters are waiting up at the corner for me."

About this time, we made a right turn. I expected to encounter the two other little females but none were in view.

"There they are, peeking out from behind the doorway up the street," gleefully announced my walking companion and I glanced up just in time to see two heads bob out of sight.

"Do you live on my street," I asked, because there seemed to be nothing else to say.

"Oh! Yes," was the reply, "656 5th Avenue. We've lived there nine weeks."

"You have," said I, "I've never seen you out playing."

"Oh! we aren't allowed on the street very much, only just when daddy or momma can be with us. Sometimes we go out to the beach for a walk though."

By this time, we were nearing the next corner and out of a doorway popped two little girls so near like my little friend that when they all got mixed up together, I couldn't tell which was which. I looked around for a couple more of them, thinking perhaps the Dionnes had suddenly become my neighbors. I noticed that one was about an inch taller than the other two. Trying very hard to keep the note of curiosity from betraying me, I asked very nonchalantly, "Are you two smaller girls twins?"

"Oh, no," they all shouted in unison, "we're triplets."

We had now reached the rear entrance to the school. Several dour-faced school marms frowned sternly toward me as we drew up en masse.

I couldn't tell whether they thought I was the father or just an interloper, at any rate, I was in no mood for a lecture so I blithely said goodbye to my little friends and went merrily on my way to catch my car, which beat me to the corner by seven strides. With ruffled feelings, I composed myself to calmly wait for the next one.

(We now leave Orlo, mumbling in his beard, for grumbling is quite unusual for him.)

* * *

I want to thank all my friends in the company for their kindness at the time of the death of my father, who passed away on February 27th.

Mary Towne.

* * *

Helen Rushing wishes to thank all of those employees who remembered her in the passing of her beloved mother, Mrs. Zipfel. All their friendly and loving thoughts are deeply appreciated.

* * *

Roy "Gabby" Burns went at top speed to Santa Cruz to obtain a sunburn over Washington's holiday.

Was he burned up when it proved to be cloudy down there.

* * *

Earle Swenson barnstormed up to Long Barn with long drawers, ski implements, et cetera, to enjoy the snow over the two-day holiday last month.

* * *

What looked to be "moving day" in the Claims Department turned out to be a new carpet for them.

Hal Sloat gained notoriety by being the first one to lose his employee pass.

Hal wants a definition of an apple-polisher. Please oblige him, somebody.

Erin Casey has been a good patient at the St. Francis hospital this last month and keeps cheerful during the convalescent period. She is most appreciative of the good care afforded her by the company and it is hoped by all of us that she will be well and around again.

California Conservation Week

Luther Burbank's birthday anniversary on March 7 marks the commencement of California's third Conservation Week. Governor Frank F. Merriam in his appeal for a state-wide observance of the Week said: "It is of great import that we use and protect our natural resources—our beautiful forests and other native flora, our wild life, streams, lakes and seashore, in such a way as to preserve their value and beauty."

The object of Conservation Week is to bring about the cooperation of organizations and individuals in promoting a year round education program in the schools for the protection and development of California's natural resources. Six Federal and seven State public agencies connected with conservation and more than 100 civic and commercial clubs, associations and women's and youths' organizations are uniting in this campaign of education.

Special programs were carried out in all public schools of the State with conservation lectures, tree planting ceremonies, essay contests, demonstrations and field trips.

Each day of Conservation Week was devoted to special subjects as follows:

March 7—California Conservation, bird and Arbor Day—Luther Burbank's birthday.

March 8—Forestry. School and organization observance of Arbor Day.

March 9—Conservation and Wild Life—birds, fish, game and shore life.

March 10—Preservation of native plants—trees, shrubs and wild flowers.

March 11—Water and Soil Conservation, fire prevention.

March 12—Conservation in parks and recreation areas, and improvement of roadsides.

March 13—Conservation activities of Federal, State and County agencies. Protection of beaches. Demonstration and field trips to nearby areas.

March 14—What Conservation means to our community, public responsibility for enforcement of protective laws. Preservation of forest and wild life.

Superintendent of Equipment Department

By Mrs. Jeannette Sorenson

Mr. Z. Smith, employed in the Overhauling Shop, has been off sick for quite some time, and I am given to understand that he will not be able to return. Don't forget him though, and if you have a few minutes to spare, pay him a visit, just to cheer him up.

During the flu epidemic quite a few of the men at the shops were ill, but am very glad to say that all recovered and are now back to work.

When we were having the very cold weather here in San Francisco, Mr. Thomas took compassion upon our little feathered favorites and put them all in his office. The birds seemed to enjoy it so much that he let them remain there, and they are quite at home among the bolts and screws.

We were very glad to welcome Mr. Francis, superintendent of Geneva Avenue Car House back, after an illness of several weeks. He is looking fine, and here's hoping that before long he will be his old self again.

The two pictures above are of twins of S. Maffei, employed as Chief Moulder in our foundry. The boys names are Richard and Robert and their age is 5½ years. I don't blame Mr. Maffei for being proud of these youngsters, and I bet he has a hard time telling them apart.

• As Others See Us •

Operator Clarence Krueger Cited for Courtesy and Alertness by Our General Auditor

Dear Sir:

I should like to report for the records my observation last night of Conductor No. 2430, Clarence Krueger, operating on Line 29, Run 9.

Boarding this car at Kearny and Post, I noticed, that to each passenger entering the car, the operator called attention to the fact that the car turned down Bush Street. No less than three different persons asked directions, and replies were made in a most pleasing and courteous manner. Before making the turn at Bush Street this operator's eyes were both to right and left watching the traffic, even to calling out to one car to "hold it" as he started to make the turn, which action impressed me as being extremely alert.

Upon leaving his car I told the operator he was doing a nice job, and his reply was "I am only doing what I am supposed to do".

Feeling justified in reporting on men who do not do their jobs well, I think it only fair to also report on those who do perform their work well—therefore the reason for this report.

Yours very truly,
George H. Engels,
General Auditor,
Market Street Railway Co.

Motorman R. P. Leaman Thanked for His Honesty and Cooperation

Gentlemen:

We wish to commend you on the honesty and cooperation shown by your motormen.

Yesterday, a customer telephoned us that she had lost her savings passbook and asked us to protect her account. About half an hour later one of your men walked in to our main office and handed us the passbook. The motorman on your car 109 of the 8 line had found it and forwarded it to us.

Yours very truly,
Jule M. White,
Assistant Cashier,
Bank of America.

Motorman R. Courtright Thanked for Act of Courtesy

Dear Sirs:

When a company has a man in their employ as courteous as Motorman No. 264 on No. 2 car running on Clement No. 4, I think that they should hear about it. I had occasion this morning about 7:40 a.m. to know just how fine and courteous a motorman can be. So this is why I am writing to show my appreciation for the type of men that you employ.

Mrs. Rose Morris,
1715 Clement Street.

Motorman G. Cortopassi Receives Praise for Act of Courtesy

Market Street Railway Co., 58 Sutter St., City.
Gentlemen:

Allow me to express my appreciation of a courteous act of the motorman of Car 1572 on the Hayes Street Line.

This morning I raced to catch the car before it passed the intersection of Hayes and Central. Missed and was expressing my disgust when the motorman glanced back and saw me. He applied the brakes and I was saved a wait in the rain. A woman not far behind me also benefited through the courtesy of this motorman, so I guess you can make this appreciation a double header.

It occurs that a man so courteous in a slight detail does rather a complete job all along the line.

Very truly,

Gardner Griffith, Editorial Desk,
Henry F. Budde Publications, Inc.,
35 Dolores St.

* * *

Motorman H. Field and Conductor J. C. Gray Commended For Courtesy—"Making Good Firm Friends"

Dear Sir:

I wish to commend one of your accommodating motormen and am not sure but what his conductor was as much so as he.

Last night on Line 6 about 11, I had cause to take the car at the corner of Masonic and Waller. I forgot that I didn't get on at the front of the car but tried to do so. Your motorman could have done what plenty of them do, just turned on the juice and sped on. He didn't. He courteously said you get on at the rear door, looked back to see if he was giving me time to do so—I was carrying a heavy case and only started up when I had gained the rear platform, where the conductor, who was equally as decent, waited till I had time to land the case before giving the bell. (If there is one thing we fellows appreciate, it is having time to get both feet on the back platform before a sudden "go on" jerks us back against someone or against the hard rear wall of the platform).

I am quite active but for that reason appreciate all the more being given sufficient time to land without, as I say, having my feet and balance overthrown by car-jerking making "time". And sometimes I think schedules can be too darned fast for passengers and for crews alike. Wonder if you will agree.

This accommodating motorman's number was 972 and his name (or the conductor's) was Field. **That** is a crew, who are making good firm friends for the Market Street Railways.

Respectfully yours,

Edward H. Jacobs,
Box B, South Berkeley, Calif.

Conductor L. W. Jones Is a Courteous and Obliging Employee

Gentlemen:

The undersigned on a recent visit to San Francisco had occasion to use your street car service and, being a frequent user of street car service, was very much impressed with the courteous and obliging conductor in charge of one of the street cars which we used.

We therefore feel it our duty to write and commend this man to you, who was in charge of No. 12 car, which left Fleishhacker pool at 5:55 p.m., January 31, inbound, via Mission Street. His badge number 1485.

J. T. Smith and F. C. Hoffman,
611 Cleveland Street,
Oakland, Calif.

Conductor W. A. Shepard Receives Thanks and Five Dollars Reward for Return of Purse

We are in receipt of information concerning a call from Mr. Walter A. Leonetti, Manager, Halstead and Company, 1123 Sutter Street.

Mr. Leonetti commended and thanked Conductor W. A. Shepard and left a reward of five dollars for the return of his purse which was lost on Mr. Shepard's car.

Commercial Department.

Commendations

FEBRUARY, 1937

	Jan.	Feb.	Total to Date
McAllister	0	2	2
Geneva	1	1	2
Oak & Broderick	0	1	1
Turk & Fillmore	0	1	1
Sutro	0	1	1
Twenty-Eighth	0	1	1
Third	0	1	1
Twenty-Fourth	0	0	0
Washington & Mason	0	0	0
	1	8	9

COMMENDATIONS COME SLOWLY

It always seems that the "Thank you" comes more slowly than the word of condemnation. But we must remember that the courteous act is a part of our job, that part which makes the difference between good service and the other kind. The letter of thanks usually comes from the person not accustomed to such a service, or the act is one which attracts attention as being outstanding. So we should not be discouraged by the fewness of commendations.

Colonel Henry Marison Byllesby Post No. 3000

VETERANS OF FOREIGN WARS OF THE UNITED STATES
MEETS—SECOND AND FOURTH FRIDAY EVENINGS
WAR MEMORIAL BUILDING—HALL 311

COMMANDER H. PFEIFFER	QUARTERMASTER H. E. COOLEY		JUDGE ADVOCATE E. L. McCONNAHA	TRUSTEES R. A. LION
SR. VICE COMMANDER E. H. JEWELL	ADJUTANT G. MELIKEAN		OFFICER OF THE DAY R. L. EMERSON	M. R. ALLEN
JR. VICE COMMANDER T. E. WILLIAMS	CHAPLAIN G. I. MATTSON		SURGEON S. SEIGEL	T. G. TYERS

G. T. TYERS, *Correspondent*

It was with regret that I listened to the name of Comrade Fred Wheaton drawn for the $5.00 "kitty" with him being absent. Then the second "kitty" was drawn with Comrade Silveria losing it. The next meeting will see two very nice "kitties" waiting for someone. Come down, Charles; these nice nickels and dimes are waiting for you to take them home. They will help to pay your dues if you have not done so already this year.

On March 12th, 1937, the San Francisco County Council will install all units of the Sons of Veterans of Foreign Wars under one commander. The Sons have elected this youth to guide them for the balance of this year. All of the officers of this combined unit will be the Sons of some Veteran belonging to Some Post in our fair city. 'Twill be a rare sight indeed to see these young men conducting their own meeting. To those of you who have never seen them in action, I do wish you would lay off and do so. I have, and it was well worth my time to do so. They really do things in a nice energetic way. Some of the older members of the various Posts should copy their actions, as they made better and finer reports than we have ever been able to do. Let's go down and help them with our presence and goodwill.

The Commander of the Mad River Post No. 2542, located at Arcata, Calif., was present and gave us an outline of the efforts of their Post. The membership of this unit is very gratifying for a unit so recently organized. They have the right spirit, and will really be a help to our organization. With such an able officer as Commander R. E. Lane helping them they cannot fail to reach their goal of 300 members. The membership of Col. H. M. Byllesby Post No. 3000 wish you success and good luck in all of your endeavors.

May we take this opportunity to return the greetings and well wishes that were extended to us from Commander Lane.

The Commander of Post No. 58, Comrade January, gave us some interesting information for the good of the members of our organization. You who did not attend missed out on some very needed facts regarding the goodwill of our organization.

Commander Roberts of Post No. 83 was present and gave a very short and snappy talk on our membership work. Both of these commanders extended well wishes and good luck to Commander Lane for the membership of their own Posts.

Our Department Liaison Officer, Comrade Harry Bailly, who has taken over the liaison work for the Veterans of Foreign Wars, has promised some interesting information for the pages of our little magazine. Comrade Bailly wishes to inform you that any one endeavoring to enter the Hospital for treatment MUST have a doctor's order to do so for all emergency cases; NONE will be admitted otherwise. That will be worth a year's dues to know any time that sickness visits our door. At all times, continues Comrade Bailly, there seems to be a great lack of beds to be used for emergency cases. Now you, who say that all has been done and I need not join, can do some very worthy acts for your helpless Comrade and write YOUR NAME DOWN IN THE HISTORY OF ALL VETERAN ORGANIZATIONS. Extra beds can be secured for these cases if you and you only would get in and help us. Unknown to you at this time, but maybe written in your future history, may be the need of one extra bed. How can you sit by and take that chance of robbing your family of their needs by your present indifference? Again may I repeat a former need? Our widows and children have not received the needed help that should be given them at all times, but to every good Veteran's horror, Congress has threatened to take away what little we have gained for them. Above all things we need your help by joining our Post and attending these meetings. From among us then, we will be able to find the men of the hour, who will be able to guide us over the tough times and advise us how to avoid them in the future. What little you will have lost in sleep or spare time will be rewarded you by that feeling that comes from a good deed done to the helpless and unguarded. Again a needed bed will in all probability be waiting you in case of sickness or accident. Can you pass up this opportunity to be of service to the needy and yourself?

* * *

Again may I remind you that we have a national home for our widows and orphans. This home has been built and the occupants of this home cared for by the Veteran organization alone. There is a great need for more cottages; the Department of California raised funds for our present cottage, and at least two, if not more cottages, are still needed to house the orphaned children waiting to get in. What more can be offered to a prospective member than an opportunity to have his name associated with a new cottage, where those who live in it will bless you each and every day for the opportunity to live under the shelter of such an organization as ours?

Instead of thinking about it, let's get together, talk it over, make the proper plans and put OUR POST ON THE MAP. We need you and you need us.

* * *

Our Post Commander's Column

Comrades:

In the past month I have sent several letters to some of the men in various divisions that I know are eligible to join the V. F. W. and wish to see some of you down at our next meeting. This is your Post and you as a Veteran should help us protect the benefits that have been gained by this organization, and not let some of these units who fight the V. F. W. program take away all of these worthy benefits that we have gained for the helpless and widows with their children. I would like to see you all personally and then we can iron out all doubt that you have in mind as to our efforts in this worthy cause. Your own children may be left in want if you do not make an effort to keep these benefits in force for all Veterans.

At the County Council Meeting, several resolutions were passed for the benefit of all Veterans, also at the district meeting. Comrades, you should attend these meetings and see some of the real fighting spirit of our officers of the various Posts, then you will be proud to wear the Cross of Malta on your coat. Nothing goes over without a good sound investigation. To get the real NEWS and facts of these meetings you should attend the Post Meetings and hear for yourself, your delegates' reports. Reports of the various Posts are very favorable, and show the V. F. W. gains to date.

The most vital and important issue at present is the payment of dues for 1937. Many posts report all of their membership paid up. I hope to make a similar report very soon. We are all working steadily, so each of us can put away the necessary amount and be in the paid up column. Your paid up membership card entitles you to enter any and all Posts, no matter in what state you happen to be.

The fine gesture of our National Commander-in-Chief to use the money derived from the sale of the "Buddie" poppies for the relief of the flood sufferers is within the policies of the V. F. W. and the response is gratifying. This money will provide aid and relief in the stricken areas, and assist many of our comrades, their families and friends, that have lost all of their possessions.

I have visited the San Francisco Post No. 58 and received a hearty welcome. Also visited the Jos. P. McQuaide Post No. 1205 with Comrade Jewell receiving the same hearty welcome. The commanders and their members of these Posts work hand in hand and the loyal support and cooperation shows the real spirit of comradeship as only the V. F. W. organization knows.

Received notice that Comrade J. Van Cleave of the J. McElroy Post No. 1381 of Crescent City was sick in the St. Joseph's Hospital. I named the following committee: Comrade Himes, Siegel, and myself to visit him. Several visits were made and the committee reports him well on the road to recovery. He has now returned to his home city for convalescence. Upon his return for a check-up, we hope to see him again. I wish at this time to thank those comrades who visited him and helped him to pass away the long weary hours that were very necessary to his case. A letter from the commander of his Post thanked our members for the visits to this comrade. Such efforts of the memberships of various Posts in the past has helped to build a splendid spirit of comradeship for our local V. F. W. units.

Yours in comradeship,

Henry Pfeiffer,

Commander of Post No. 3000.

The Ladies' Auxiliary

I am happy to extend congratulations to a new member of the Auxiliary, Sister Elinore Larratt, who was duly elected and installed as a trustee to replace Sister Edna Barnett, who resigned this office on account of her inability to attend the meetings since going in business. We wish Sister Barnett all of the good luck in the world in her new venture and hope that in the near future she will be able to attend again.

In behalf of the Auxiliary, it was with reluctance that we accepted Mabel McDevitt's resignation from our rolls and trust that some day we will have the pleasure of welcoming her back.

Another year has rolled around, when we will celebrate the Third Anniversary of the Post and Auxiliary, by a dance to be held in the Auditorium of the Veterans' Memorial Building on the 10th of April. A grand time is predicted, so don't forget you have a date with us on this night. We have arranged for you to wet your whistles and to fill your tummies also; so we'll be seeing you.

By Elsie Melikean, Secretary.

President Changes Name of Santa Barbara National Forest to Los Padres

Change of the name of the Santa Barbara National Forest to "Los Padres" became official when President Roosevelt signed the executive order recently. This will settle an argument among the six counties concerned (Los Angeles, Kern, Ventura, Santa Barbara, San Luis Obispo and Monterey), carried on since President Theodore Roosevelt in 1903 renamed the Santa Ynez and Pine Mountain and Zaca Lake Forest Reserves the Santa Barbara National Forest.

Agreement was finally reached among various chambers of commerce and county boards of supervisors to a name commemorating the work of the Mission Fathers, many of whose churches are found in Los Padres National Forest from Santa Barbara to Monterey. Both San Luis Obispo and Monterey Counties formerly had separate national forest units named after them. The San Luis Forest became part of the Santa Barbara in 1910 and the Monterey was made a ranger district of that forest in 1919. Since then it has been felt that the name "Santa Barbara" did not truly represent the two million acres of land embraced in the national forest.

Los Padres National Forest will be a historic reminder of eight missions within or near its boundaries: San Buenaventura, Santa Barbara, Santa Ynez Purissima, San Luis Obispo, San Miguel, San Antonio de Padua, and the famous San Carlos at Carmel.

One

A Negro bishop was introducing an English churchman of high rank.

"Breddern," he said, "it is not often I arise to present a white speaker in this church. But you can be sure he has a powerful message for you. An' while his skin may be white, his heart is as black as any of us!"—Tit-Bits.

* * *

Successful Tour

"We must go to Stratford," a tourist on a visit to England said to his wife."

"What's the use of that?" asked she. "We can buy Stratford postcards in London."

"My dear, one travels for something more than to send postcards! I want to write my name on Shakespeare's tomb!"—Montreal Star.

* * *

Just Curious

"I beg your pardon," said the hotel clerk, "but what is your name?"

"Name?" echoed the guest who had just signed the register. "Don't you see my signature there?"

"Yes, sir," answered the clerk. "That's what aroused my curiosity."

* * *

His Best Work

They had been discussing the habit of certain authors who do most of their work at night.

"When does our old friend Scribbler do his best work? asked A.

"In the daytime," replied B. "That's when he mows the lawn and keeps the garden generally in order."

24th and Utah Gilly Room Gossip

By CONDUCTOR WALTER CLAPP

It's easy enough to
be pleasant,
While life rolls on
like a song,
But the man worth
while,
Is the man who can
smile,
When everything
goes dead wrong.

Joe Andretty has memorized the above lines. Everything went dead wrong for Joe. (Doesn't it for all of us sometime or other?)

In the first place, they switched this crack Polk Street operator back into a double headway—

Then his relief didn't show up—

Then he lost his trolley on the 5 p.m. rush trip—

Then he had to get out through the crowd to replace it—

Then he got a soaking from the rain doing so—

Then he had to find his way back to the controls—and

Then it happened—a passenger got on with what appeared to be a five-dollar bill—

Then Joe said to himself—

"I'll fix this guy," and started to count out five dollars worth of nickels and dimes, "So he'll never get on my car again with a five-dollar bill."

"Just a moment," interrupted the passenger, "I think you're making a mistake. That was a two-dollar bill I gave you, not a five."

"Right then and there," says Joe, "I decided that patience is a virtue. And I swore that never again would I lose my temper."

And we can profit by the mistakes of others.

* * *

Shh! Keep this under your hat because Clarence Busby doesn't want Jim Perry to hear of it. When a truck was double parked blocking his Bryant Street car, Clarence was seen helping the driver unload. This was a day after the following conversation took place in the Gilley Room.

Jim Perry: "What! Laying off again?"

Busby: "Sure. Why not? When I work, I sweat—When I sweat, I stink—and who likes a man that stinks?"

* * *

Motorman S. H. Langley espied a place called the Sparrow Patent Co. "That must be a **bird** of a place to work," says S. H.

* * *

In Denver a junk shop near a railroad crossing displays this sign: "Go Ahead, Take a Chance. We'll Buy the Car."

* * *

With the price of potatoes steadily rising, Motorman Buriani is seriously thinking of replacing his flower garden with a patch of spuds.

* * *

Faced with a bill of $39.00 for repairs to his motorcycle after an argument with a big truck over the right of way, our Sanitary Commissioner, Paul Christianson, sold it to Conductor Frank Marshall. Frank uses it for commuting week-ends to his country estate at Merced.

* * *

Down in Visitation Valley you'll find that the "Always-Open" garage has been closed for several weeks.

* * *

Brother Swanson, having had enough of the sick list for the winter, laid off when a sudden shower struck after a few balmy days. Swanson says that he forgot his rubbers and that it was better to lose one day's pay than to spend another week down with the flu.

Names of motormen and operators at 24th and Utah Division who did not make out accident reports for the month of February, 1937:

Langley, S. H.	Loomis, W. S.
Angelius, E.	Clark, H.
Espinoza, T. J.	Campbell, R.
Cook, O. H.	Deeb, A. M.
Erickson, J. V.	Derriso, W. M.
George, C. H.	May, C.
Lota, G.	Thompson, W. A.
Alvarado, L.	Marshall, W. R.
Gibson, W. S.	Cote, A. E.
Clem, J. S.	King, V. P.
Bozant, E. J.	Boyd, Z. V.
Chiechi, L.	Kinsey, J. C.
Naughton, W.	Smith, Ivy
Weiter, O.	Drake, E.
Aspinnolli, J.	Andretty, J.
Dillon, M. M.	Klezmer, H.
Garnier, J.	Folsom, M. J.
McCarthy, M. P.	Wright, G. E.
Hanges, Thos.	Briggs, P. S.
Beyer, E. T.	Bradley, O. L.
Hector, G.	Marshall, F. C.
Van Rietshoten, D.	Van Horn, E. R.
Dusdall, J.	Lunsford, M. G.
McIsaac, A. H.	Symington, R. W.
Holland, B.	Kimber, R.
Toolis, P.	Essley, L. B.
Anderson, A.	Silveria, F.
Mitchell, J. J.	Campisi, L.
Ewert, P.	Mattis, C. A.
MacDonald, W. J.	Dunsmore, H. O.
Osborne, T. C.	Moss, T.
Noga, J. F.	Allen, J. A.
Schneider, W. G.	Timm, R. A.
Vouchilas, T. D.	Schofield, I. N.
Lucas, J. G.	Bunce, W. E.
Pellandini, B.	Quick, R. V.
Bockhop, H. J.	Pendleton, R.
Dever, M.	Plamondon, D. G.
Shelmadine, E. J.	Adams, C. H.
O'Grady, M.	Brown, J. T.
Lucy, J. J.	Barry, P. M.
Grube, A. A.	Gooding, R.
Thomas, L.	Bailey, J. H.
Bankowski, M.	Lasko, J.
Hussey, P.	Fagerle, R.
Baptista, J.	Wetteland, K. F.
Holbrook, H. L.	Griffith, R.
Stephen, A.	McIsaac, E. W.
Lynch, G. J.	Behnken, W. H.

Total—98 Motormen and Operators.

What is pleasure for one man seems to be hard work for another. Take our two new bridegrooms for instance.

Collector James Healy just quietly slipped away over the week-end, was married, and was back on the job Monday morning with his usual bright smile.

Frank Howe, however, was always pestering Dispatcher McCarthy for a day off here so he could purchase some furniture, a day off here so he could move into his new love nest, and finally three days off so he could rest up and be fresh for the ceremony.

The Comparison

Ridgley (pointing to railway warning): "See what it says there: 'Stop, look, listen.' Those three words illustrate the whole scheme of life."

Jones: "How d'you make that out?"

Ridgley: "You see a pretty girl; you stop; you look; you marry her, and then you listen." — El Paso World News.

Knew Best

Smith had called on his tailor with a complaint. "Isn't this bill rather steep?" demanded the customer.

"You should know best, sir," said the tailor, "for it was run up by you."—El Paso World News.

THINK SAFETY

Third Street Division News

By J. J. CABBONE

Twenty-five Cents ($0.25). Have you paid your dues? For what? The gilly room. Three free shines and your dues are paid.

We have heard a rumor that Operator Bill Elsus has been on a honeymoon.

Operator Rodenberger has been reading the book of how to play the game of checkers.

Operator Bill (Paul Bunyon) Hayes says his Blue Ox drinks too much water, to keep on exhibition at 3rd Street car house.

To the majority of us, Monday, February 22, 1937, was just a Grand Big Birthday of our greatest President, George Washington, but boys, to Mr. Clarence (Tony) Krueger and wife, it was a double birthday, as they were presented with a grand big boy. All our best wishes go to them. They are thinking of naming him Adolf Benito!

For a real fit in a uniform, see Operator Mike Shetookin. It's home made. Mike says "Look at the lines".

Operator L. Scarry, with his brief case, will now be known as Attorney L. (Saltie) Scarry, who will soon become a rancher on a large scale.

Operator John Theodos will from now on let hats fly their way, under or over the car. I say thank you.

Operator H. Krebs will soon become a Godfather. He is asking the boys what are the duties of a godfather and how one should conduct himself.

Following is a list of men at Third Street Division who did not make out an accident report from September 1, 1936, to February 28, 1937:

Azzopardi, C.	Missa, S.
Barker, H.	Meade, J.
Du Bose, B.	Metropulos, P.
Eaton, A.	Michelini, A.
Elsus, W.	McCarthy, T.
Ferretti, J.	Percival, O.
Fox, J.	Rodenberger, H.
Graves, G.	Slaby, A.
Greiner, J.	Stojanovich, S.
Hagemann, H.	Stoltz, A.
Jackson, C.	Schmidt, G.
Laughlin, W.	Smith, G. A.
Mamas, J.	Theodos, J.
Manning, F.	Williams, C.

The following operators at Third Street were not on the short list for the month of February, 1937:

Azzopardi, C.	Krueger, C.
Holmes, F.	Slaby, A.
Scarry, L.	Michelini, A.
Carlock, R.	Stojanovich, S.
Ferretti, J.	Barker, H.
Du Bose, B.	Rechnitzer, H.
Laughlin, W.	Metropulos, P.
Schmidt, G.	Strange, A.
Meade, J.	Theodos, J.
Missa, S.	Cowhig, J.
Shetookin, M.	Mahoney, J.
Mullins, D.	

Have you noticed the improvement in the Gilly Room? Twenty-five cents a month will do it up much more.

Operator Pete Metropulos says he is out for a new overcoat, dark color preferred.

Operator Gus Assinos, let it be known, will donate 50 cents to the gilly room fund. Not matches, but two twenty-five-cent pieces.

Oh yes, don't forget Operator Toad Rodenberger is still saving old coins and BRASS BUTTONS.

Operator Louie Maurer says the plans are all ready. He is waiting for the summer months to set in before giving out an announcement.

Operator Perry (Flash Gordon) Price is getting ready for his trip into the wilds.

Don't forget your Gilly Room; Have you paid your dues? Let's make it one of the finest.

"The street car has no cloth of gold,
Has no imported name,
It does not roll on balloon tires,
But it gets there just the same."
—(Exchange).

Examiner (questioning applicant for life-saving job): "What would you do if you saw a woman washed out to sea?"

Applicant: "I'd throw her a cake of soap."

Examiner: "Why a cake of soap?"

Applicant: "To wash her back."

COUNT TEN
And Then Don't Say It

"If you have a short temper—If you are tempted to speak the sharp word—To give the short answer—DON'T! Courtesy is a fine quality. Self Control Earns Much Praise."

Boasting

A girl from across the border got a job as a servant in a London house. At the end of her first day's work the mistress said pleasantly:

"You didn't tell me you were Scottish, Annie."

"No, mem," replied the girl. "I didna think it would be richt to start off in a new place by boastin'." — Answers.

Attention Car Men!

WE SPECIALIZE IN

RAILROAD WATCHES

■

EASY PAYMENTS

■

WATCHES
DIAMONDS
JEWELRY
SILVERWARE
IVORY SETS

■

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■

Corner Market - Kearny - Geary

ROTHSCHILD JEWELRY CO.

704 MARKET STREET
7th Floor

Turk and Fillmore "Truth and Fable"

By E. DUTCHER

Tom Williams' father is still in a precarious condition at San Francisco Hospital following an accident at O'Farrell Street and Van Ness Avenue last month, when he was struck by an automobile.

Mr. Williams was just recuperating from the effects of a previous accident, and ironically enough, had just left St. Mary's Church after attending services there, when he was struck for the second time.

We all hope, with Tom, for his speedy recovery.

Turk and Fillmore gypsies, please note:

The old address book was so full of changes of addresses, it was necessary to start a new book. Settle down some place for at least six months, so this book will last longer than the old one.

What do you think of a certain Motorman who wanted to lay off his run a couple of Sundays ago and there was no extra motorman on report. He was told to go and see if he could get a certain motorman that would be glad to work his run for him. As there were a couple of other men in the Gilly Room at the time, he asked them if they would go and get this motorman. We hate to tell you who it was, but if you think real hard you will know him by name.

Our Division Superintendent had one big day this last month. February 16th he celebrated another birthday. Wishing you lots more of them.

Motorman A. E. England is doing some of that work that he is supposed to do with the office he holds. V.P. of Local 1004. About time he is doing something.

We still have a few of the boys off sick and here they are:

Motorman V. E. Allen, now over in Oakland recuperating; Conductor E. Holsclaw, at home pulling through nicely; Motorman M. Boschetti, at home getting plenty of good old Sol; Conductor H. Schmidt, at home taking things easy; Conductor R. J. Bergman, at home wrestling with the flu.

Let all of you get together and get well and return to us.

Conductor F. Taylor is off on account of his father being seriously ill.

Motorman A. E. England has bought a new refrigerator and invites all the boys over, as he says he may have some cold BEER on ice. We all will be right on the job, POP.

Boo-Gow McLaughlin is having his troubles these days; the boys just won't let him have any peace.

Our last sign-up, the boys wanted to know what Motorman C. E. Summers signed up for besides Run 2 Balboa. You better explain it to them Clyde.

Where do you always come from with that pocket full of change, Mack?

Conductor G. Wiley, of the Turk and Fillmore Division, is out on the wide open spaces these beautiful days swinging the clubs. They say he is very good at that game they call golf. He and Hardin are old caddies.

Following is a list of Conductors and Operators of the Turk and Fillmore Division who are very good at counting money for the month of January, 1937:

Andersen, G. W.	Haynes, W. S.
Andrews, C.	Longfellow, J.
Bassillio, E.	McCullough, J. K.
Beall, C. E.	McGovern, J.
Bergman, R. J.	Mammini, L. J.
Bernstein, J.	Markussen, K. J.
Bethell, J.	Marcum, H. M.
Bishop, R. C.	Marlow, V.
Blacklock, F. G.	Milanesi, L.
Boothe, F. R.	Monteleone, J.
Brohman, J. J.	Nyhan, J. J.
Burnett, J. W.	Ray, B. H.
Cain, A. J.	Regan, J. J.
Carpine, M.	Rosser, J. M.
Cornac, J.	Schmidt, H.
Beck, C. O.	Smyth, T.
Coverdale, R. T.	Stagg, W. R.
Dorgan, W. C.	Streit, J.
DuBose, C. C.	Strong, E. L.
England, E. A.	Taylor, F.
Fernandes, E.	Vanarsdell, O. L.
Flowers, D. S.	Wallace, M.
Forslow, E. E.	Webster, T. G.
Graham, J. W.	Young, G.
Griffin, J. D.	Zuccarello, C. H.
Hardin, C. H.	

Who knows the joke about the handle? Ask Al or Dutch; they can tell you all about it.

Our Conductor Charles W. Kennedy of the Fillmore Hill Line celebrated his 71st birthday February 25 and he says he is just as young as he ever was. We all wish you a lot more of tbese birthdays.

Joe "Bring 'em Back Alive" Streit always gets his man. If you are not on the job to sign-up, Joe is right on your trail. Ask the man who was roused out of a nice morning's sleep.

In Writing

Young Man! Say it with flowers—or fruit!—Notice in Florist's Window.

With anything, in fact, but ink.—Humorist.

The old Doc Stork was right on the job and delivered that precious bundle on February 24th, containing a sweet little baby girl to Mr. and Mrs. Karl J. Markussen.

Karl is a conductor at Turk and Fillmore Division, and we offer our congratulations.

Harold has a hard time getting off his last half of his run these days. Seems that the boys on the extra list want more than a half day's work. You will have to make different arrangements if you want to get off.

We hear that Shopman Woods took his girl out for a big feed the other night. Said that they had a wonderful dinner. Here is the funny part, they got so much that they could not eat it all, so Woods suggested that what they did not eat he would wrap it up and take it with them. He says, why not, if you pay for it you are entitled to it. We are with you, Woodsie; you are right.

Everything now is going ELECTRIC; the latest is the ELECTRIC knife sharpener. The inventor, O'Brien, seemed rather shocked that no one is interested.

Our shop Boss Newman had to make a trip home the other day after he had spent a couple hours out on the wrecker, to take the bath that goes along with working out in the rain.

Employees, whose watches do not keep accurate time, should have Preston regulate them.

Will be at the car house in the evening every two weeks. —Adv.

THINK SAFETY

Up north of Healdsburg, the ranch of Mrs. M. Schuetz, daughter of Conductor C. W. Kennedy of this division, was badly hit by the floods. This ranch was the first to get hit by the raging waters and great damage was done. Mr. Kennedy was up there himself and saw it all.

Hermie "Von" Engle can tell all you boys how to keep young and spry, as he has a special prescription and it's very good.

After a long illness that kept Conductor Clemo away from the cars, he has returned and looks very good. Keep up the good work and stay well.

Mrs. Harrison, mother of Motorman L. Harrison of this Division, is very ill. Motorman Harrison just lost his father last month.

THINK SAFETY

CONDUCTORS

Inquiring passengers will appreciate the courtesy if you direct them to

Hotel Sutter

Corner of
Sutter & Kearny Streets

FIREPROOF
POPULAR RATES

TOOLS METALS
SHOP SUPPLIES

Everything for All Classes
of Work in Metal

C. W. MARWEDEL
ESTABLISHED 1874

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Emptying The Grab-Bag

If you are an average person, government spent $142 of your money last year. If you are head of a family of four, that means $568 of your earnings went for taxes.

The total cost of government, according to the Commentator, was close to $18,000,000,000 in 1936. That represents spending at the rate of almost $1,500,000,000 a month; $49,000,000 a day, Sundays and holidays included, and $34,000 an hour.

These are staggering figures—and another comparison made by the Commentator is also staggering. In 1913, the national income was $343 per capita, and the total governmental debt, Federal, state and local, was only about one-sixth as much, $59.29.

In 1936, our national income was $469 per capita—and total governmental debt $422!

The American people are burdened with a debt of incalculable size. They are faced with taxes that can only be described by the word confiscatory. And still they permit the politicians to spend extravagantly—while they too often scramble for their part of the bounty like islanders diving for coins.

Is it possible that we will not awaken until the grab-bag is empty?

McAllister Division

By BILL SCHULZ

Motorman Baker says that it shonuff is swell to be first extra, when you get the runs he's been getting.

Sensational News: Motorman Tom Green has had a car for about two months now. The usual life of a car in Tom's hands is about two weeks.

Motorman Ed Shulman sure does get childish in between signals on the rush trip. He keeps playing merry-go-round on the fare box pole.

I think that Motorman McDowell should leave his thermos bottle of chocolate at home, for we know that he is going to hurt Conductor Hennessy's feelings. As you all know, Hennessy has been bringing the coffee for the last few months.

Motorman Ed Siler has a new way getting the windows on his car cleaned in wet weather. He pulls over the pit to have his brakes tightened and then yells for someone to clean the windows.

Motorman Knaack must have a whole package of ribbon fuses—that is, the boys on Hayes Street claim he has, for they are always sure to get one from him when they run short.

Well, fellows, I think it is about time we did something about Conductor Jones mooching pencils. Most of you fellows know that every time Jones sees a nice long pencil his eyes open up greedily, so if any of you will leave your old pencils with Joe Casey, I'm sure he will see that Jones gets them. All donations will be thankfully received.

They say that Conductor Staley's Mrs. manicures finger nails. I wonder if we could arrange to have Conductor Flynn's hair marcelled.

Conductor Johnny Ball still has his food cut for him over at the restaurant. After this news was published a few months ago, some of the boys happened to be in the restaurant when Johnny came in, so they all watched closely. Johnny ordered his dinner and then he just sat until the little waitress came over and cut his food up for him. And did the boys give him the Ha! Ha!

Motorman Al Gubler was giving ye humble scribe the razz about his uniform coat being all wrinkled after the rain storm the other day. So to get even, the first time I see Al's Mrs. I am going to ask her if there is any truth in the rumor that is going around the barn. That is, that Al wears the grey overcoat he uses at the car house to bed at night; and we would like to know if he still chases Motorman Wilke around in his sleep like he used to.

We are certainly glad to see so many of the boys who have been ill back to work again. There for a while the gilly room, even on pay day, looked empty.

If any of you fellows ever get the idea that you would like to commute, you should have a talk with Conductor Roberts. He was telling me that some mornings he has to get up so early that it is still dark and he can hardly find his way down to the train.

They say that Conductor Wagers is going on a diet because he is getting jealous of the wonderful physique of Motorman Al Gubler, the old gent with the canary appetite.

Conductor Tom Forde has had the size of his hat made smaller. I understand that Conductor King gave him a lesson in checkers and then who should come along but Motorman Roberts to beat him three straight games playing pool. But even after all this Tom says that he is still the best pool and checker player in the carhouse. What are you going to do with a guy like that?

Conductor Jacobs was telling the boys one day last month that he was the best hog caller in San Bruno, so a couple of the boys asked him to prove it. Jacobs looked around and Motorman Baker was just going out the door, so Jacobs let a yell out of him and called Baker back. There was nothing said for a few minutes and then one of the boys walked over and raised Jacobs' hand.

They say that Conductor Pinky Tobin had to spend so many days on the bench for oversleeps that he had to buy a new pair of pants.

Boy, you should have seen Motorman Drouin go diving for the oranges that were dropped on the front platform of his car at McAllister and Market one day last month.

Conductor Sandy MacDonald has finally become one of the hill climbers of Hayes Street. He took a run on the mountain, as the boys call it. Well, we hope you like it, Sandy, old boy.

Motorman Troy came dashing into the gilly room one day last month and his conductor, Coleman, asked him if he had the car ready yet. Troy answered yes, but he had come back so he could pack the fare box out for him. How do you train them, Coleman?

Motorman Al Gubler was asking the other day if Conductor Lagosa was suffering from insomnia, for no matter what time of the day or night you walk into the carhouse you are sure to find him around.

The other night Conductor Beach left his overcoat at the carhouse, and a few minutes later he returned and said if he could have his coat back he would turn in the five dollars he forgot to put in the sack. I think night dispatcher Bob Moyle took him up on the deal.

Motorman Coca Cola Conrad is back to work after being off for several weeks with a bad hand and eye received in an automobile accident. Glad you're well again, Bill.

Motorman Fifer asked one of the boys for a cigar one day, and much to his surprise the fellow gave it to him. When Fifer took out a match to light it, boy, you should have seen the fellows who were standing near him scatter.

Conductors Coleman and Gray have been mooching a ride home for the last month with Conductor Wagers, but I hear that Wagers is going to make the boys start buying a little gasoline. So I guess both Mr. Coleman and Mr. Gray will be ducking him for a while—at least until he gets the idea out of his head.

Conductor Morpheus McPartland forgot to copy his Saturday time one day last month, and he arrived at work about one hour ahead of time. He was so mad at himself for getting there so early that he went up to the window and took the day off.

Bill Johnson has a new way of setting his watch. He watches for Ralph Weidinger to come in the barn and he knows it is then exactly 7:21 A.M.

I hear that Motorman Baker nearly went home without his coat one day—I think you fellows ought to ask the great Baker how he could possibly misplace his coat. By the way, I don't know if there is any truth in this statement, but there is a rumor that Baker, the great, is open for congratulations—they say that he was married last month.

Did you notice how worn out Al Miller was after watching the overhead linemen struggle to put up a pole at Eighth Avenue one Saturday afternoon? Miller seemed to take it even harder than the workmen.

When block man Frank Helvelka works run No. 22 Hayes, he has a tough time moving the car after Conductor Sandy MacDonald has pulled down the trolley.

I wonder what great sight Conductor Watson was calling to Motorman Robert's attention at 30th Ave. the day he started to kick the gong through the platform.

I was told to tell Conductor Charlie Martin that the dice Bill Lawrence uses when playing backgammon are phonies. We hear that Bill had company down at his house one night last month, who kept bragging that they were so good at the game; but I believe the company lost about five straight games. I don't think Bill should be so hard on his guests.

Boy, Oh Boy! Did I have a great honor bestowed on me this sign-up. They have given me the one and only Baker for my block man.

Well, boys, if you want to see a good show you should stand near the window on pay day and listen to Bill Johnson explain to Motorman Cortopasse what comes out of his check every week.

I wonder if you have noticed the handle bar mustache that Conductor Wimpy Jones is wearing these days. He says it is its natural color, and not a shoe polish black like Motorman Fred Parrell's.

Motorman Ed Siler is now a full fledged scout. I hear that someone, no doubt the scout master, left a package with a pair of shorts for him. One of the boys made the remark that since Ed was such a good engineer that his breath should come in short pants from now on.

Did you know that Skip Sawyer is a great weight man. In fact, every time anyone says anything to him, he picks up a lead paper weight for self-protection.

Our sincere condolence to the family of Ralph Warner, who passed on suddenly last month.

I hear that Conductor Jack Watson went to one of those donkey ball games with Conductors Charlie Martin and Pickles Lawrence. Jack says that after he got in the auditorium he could not find his friends among all the other donkeys.

Could anyone inform us what Judge Pendergast told Conductor Wagers on February 24th? Could it have been about traffic schools, or did he say $10.00?

DO YOU KNOW

By fast feeding of the controller you could injure some one on your car; that it could be one of your own family?

Conductor Willie Gray's Ford was running so bad,
He left it in the garage, now this part is sad.
They took it to the cleaner's and stole all the rubber—
The tires, I mean, and did Willie blubber.
Now we don't lay claim to being a poet,
But we guess after reading this you surely will know it.

R. Coleman.

Dispatcher Joe Casey has been very sick with the flu for a couple of weeks. We hope he is thoroughly recovered by the time this is published.

If you fellows would like to have a little fun, ask Motorman Ed Schulman what was in the package that he found on the car over on Hayes Street.

I overheard a conversation between Conductor Russ Coleman and Motorman Mike Troy. I couldn't make much out of it, but I heard Coleman say, "What's the matter with you, Mike? You are getting to be like one of these gangsters I hear about—you won't talk."

Motorman Clarke, our great Fire Chief, purchased a new radio and invited Ed Siler over to hear it. They spent all afternoon trying to get China, and after getting it they found out it was only San Francisco's China Town.

Conductors Gray and Coleman were seen up in that gorgeous park at Geary and Powell arguing. Skip Sawyer happened to come along and asked the boys what the argument was all about and why they were hanging around the park. Coleman spoke up and said they were out looking for a cut-rate gas station to buy the gas for Conductor Wager's taxi.

Conductor Wagers took Motorman Siler home one night and every time he heard a police whistle, Ed says that he would stop and stand at attention.

Two rival dairies were engaged in an "advertising war." One of the companies hired a "daredevil race driver" to drive a car around the town for 100 hours without sleep. The management decorated the car with large placards reading,

"THIS DAREDEVIL DRINKS OUR MILK"

The rival company came out with placards twice as large, reading,

"YOU DON'T HAVE TO BE A DAREDEVIL TO DRINK OUR MILK"

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Ticket Production
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372-398 SECOND STREET
Phone SUtter 4188

Sutro Surf Bubbles

By H. R. FRANKLIN,
Assisted by M. E. GUSTAFSON

Sutro Division wishes you all a happy Easter, and hopes to see everyone blossom out in a new spring outfit.

Spring is here again, and with it comes your summer visitors, and the courtesy you extend them will impress upon their minds a picture of a well ordered transportation company, also a well served community. So dig in, boys, and do your best to sell your wares to the visitors as well as your regular patrons.

Conductor A. H. Breen had an oversleep, and what do you think? He said the baby was playing with the alarm clock and was responsible for it. Let's suggest Breen buy the baby a rattle.

March 2nd was the day Conductor Jerabek has been looking forward to for three months. He spent all that time on the Extra List for too many oversleeps. Now that he has his own run back again we hope and pray that the two alarm clocks that he sets will wake him up so that he will get to work on time hereafter. Good or better luck, Jerry!

A motorman of this Division made what he considers a wonderful discovery. It was so startling that he had to tell everyone he saw about it. The Motorman, H. Mehrtens, is fifty years old and brags about it. He found out on the 28th of February that milk was good for grown-ups to drink; up to that time he only knew that they fed it to babies and made butter and cheese out of it. We think Dr. Thompson may have had something to do with the fact that Motorman Mehrtens made the discovery.

Conductor J. L. Stimmel seems satisfied with riding street cars of late; maybe it's because gasoline runs into money?

Now that the big race is over we don't hear the usual "I told you so's." How come, boys; couldn't you figure it out right? Even Motorman Thomas Parnell is silent. Oh, well, we have a special election coming up.

Motorman Painter was seen buying a briar pipe so that he could sit home by the fire side and enjoy a he man smoke. No more coffin nails for him. We hope the missus likes the smell of the new pipe.

Conductor C. L. d'Aix offered Motorman F. T. Gyde 25 cents for his machine. Gyde also was told to get himself a Model "T" Ford by the same party, or else use the street car to get to work on time, and save money.

We have wondered what the tune is that Conductor R. Oestrich hums as he plays with the nickels and dimes in his changer. Does anyone know?

Motorman J. Wiley has decided to take things easy for a sign-up or two, as he signed up on a four hour collecting job, and the first day he worked was March 1st. Well, we all hope you will like it, Jim; but don't work too hard.

We won ler why Conductor Leasure and Motorman Allegretti started to wear mustaches and then shaved them off. As it was, no one really had a chance to see them. Maybe it was just a trial.

All three of the shopmen who went in for the Municipal Examinations from this division passed very good. Shopman Broyles went to the top of the list, Norton was sixth, and Dick Morris was eleventh. Good work, boys, and congratulations.

Something sure has happened to our expert money counters, as this division has slipped from first place, which we held for a year or more, to fourth place. Come on boys, let's get back on top again; take a little more time and you will have it counted right.

Conductor W. J. Herlihy was host to a gang of boys from this Division who attended the Ladies' Auxiliary Dance given by the No. 1004 Auxiliary, a couple of weeks ago. What a time everyone had, including the writer (Gus). Thanks, Bill. Conductor Stimmel is pulling his hair because he didn't get there. What held him up, he will not say, so your guess is as good as mine.

Conductor Shepherd has taken to raising rabbits as a hobby, and if any of you wish to give some bunnies for an Easter gift, be sure and see him; they are all pure white with pink eyes.

The Veterans' Fete and Ball held recently at the Civic Auditorium was a huge success. Oh! sure it was Skip Sawyer who was there, and he can liven up any party.

Conductors should be on the lookout when their car is going around a curve, to see that no pedestrian or auto is struck by the rear overhang.

The "eatingest" man in this Division is Conductor W. J. Thomas. Boy, can he eat! It costs him as much for one week's board bill as it does the ordinary man for two weeks.

Motorman Bidgood is working on something for the back of his car. Not getting ready for a vacation this early, are you, Jerry?

Conductor McKennon is a radio fan, and he sure can fix one when it goes haywire, at least he has proven to Gustafson that he can. Yes, you guessed it, he fixed the one he has.

Motorman R. E. Jacks is always getting an invitation to go riding with the boys in their machines. We just found out the reason—he is an auto mechanic and they want to know what is wrong with their cars.

Conductor Chollet has his car all primed up for his yearly journey to Mexico City, or are you fooling us this time and going north instead?

Motorman George Crader says he is going to sign up on a late night run the next sign up, so that he and the better half can take in the baseball games in the afternoons this season.

Conductor Martinez overheard two young ladies speaking about street car men on the No. 3 Line, and he won't tell what they were saying, but he speaks Spanish and could understand it. However, you might ask him. Maybe he will tell you.

Conductor J. Gleason is a gun fancier, so if you want to know all about guns, just mention a certain make and he will give you the history of it.

(Continued on Page 45)

28th Street—Castro Cable

By JAMES O. BITTLES *and* DANNY DONOHUE

When little boys fly their kites and robins build their nests, and Motorman Tom Healy gets a hair cut, then, boys, we know it is spring.

Motorman Carroll had to go down to Symon Brothers, wreckers, to get some of those clothes off that he wore during the cold spell.

Conductor Papale says that he has a nice shower in his apartment and he will use it when the weather gets warmer. "Going to reduce, John?"

Motorman Gordon was not so sure whether to take off his overcoats or not, but Louis decided to wait for the ground hog day.

There is nothing wrong with Conductor Cyr, the poor fellow just got married. Serves him right if he went looking for trouble.

Conductor Frisella says he feels as if he were walking on air. As if Johnny didn't know it was spring. Will he ever learn?

Motorman Breedlove has only seven doughnuts and three cups of coffee for breakfast. Harry says he likes to start the day with a light lunch.

Whenever Conductor McKeown sees a soldier now he starts running. Johnny is taking no chances in losing another dime.

Conductor Lunden is getting so thin that a fisherman tried to take him off the car, thinking he was a fishing pole.

Motorman Adam made a trip down south in a freight train. We wonder, is it the old wanderlust or just spring fever?

Conductor Jeans is starting to dig up his garden. Emery will have to use a quart of Sloan's Liniment when it is finished.

That raincoat that Conductor Diduch wears all the year round is the same one he wore when he was in Siberia.

Conductor McGeorge is getting his shoes half-soled so he can walk across the Golden Gate Bridge on the opening day; he is going to walk all the way home to Marin County.

Motorman Sheridan is going to ride in an open machine. Keep your hat on, Dick; the sea gulls might think your head is a rock.

Conductor Brown had a bad attack of the livers. It was so bad he had to scratch himself with the garden rake.

If Motorman Palmer comes up to you and smiles, don't pay any attention, because Eddie wants you to see his new store teeth.

Soup must be good for the hair; every time we see Conductor Hoffman in the restaurant he has his head in a bowl fast asleep.

If we don't get good weather pretty soon, Motorman Ward will look like a walking drug store. Ellis has a bottle for every ailment.

The following named conductors of the 28th and Castro Streets division have had no remittance errors for the month of February, 1937:

Armstrong, W. A.
Barbero, B.
Becker, M.
Beebe, L. R.
Beebe, R. R.
Bloom, C.
Briggs, R. E.
Brill, A. C.
Bush, S. E.
Campbell, B. C.
Connolly, P. J.
Cooley, G. J.
Denton, F. J.
Diduch, P.
Dupuy, E. P.
Fehlemelcher, W.
Flieger, B. F.
Guerrero, C. J.
Headdon, J. M.
Healey, W. M.
Hefferman, C. J.
Hendricks, W. P.
Higueria, M. F.
Hitchcock, A. H.
Houston, A. H.
Johnson, J. F.
Leahy, T. P.
Lewis, J.
Long, F. E.
Lowrey, L. L.
Lunden, P. H.
McCarthy, M.
McGeorge, J. M.
McGrath, A. P.
McHugh, W.
McKeown, J. M.
Metro, G.
Morris, J. L.
Nerio, P.
Neuner, G.
Ochesky, H. L.
Papale, J. J.
Parker, E. L.
Pauley, H. E.
Peak, C. J.
Rallis, G. N.
Rose, M. J.
Sammons, J. B.
Shaw, A. L.
Sherman, W. A.
Siemans, D. R.
Siess, R.
Simon, E.
Smith, R.
Stout, V.
Sutilef, C. R.
Thibault, J. A.
Tooley, C.
Ward, J. F.
Watters, K. B.
Whelton, C.
Wiser, J. H.

Motorman Campion says if he was back in the old country he could tell when it was spring, because he could listen for the cuckoo. Did you ever see one, Jack?

Is Conductor Flieger serious over that blonde one? If he is not, he shouldn't get so excited when he sees her.

Conductor Bluecher says his voice is in great shape, and he is going to enter in a hog calling contest.

Since he got married, Conductor Guerrero is not around any more. Gone are the days when his heart was young and gay.

Conductor Roy Gallagher has quit shaking hands with strangers since New Year. We hope he keeps it up.

It is about time for Motorman Johnson to start telling us where he intends to spend his vacation this summer. Fred made more plans last year than any one we know, and where did he go—"NO PLACE."

Motorman Carr is planning to make a trip to Watsonville to excite the woodpeckers from his cabin—if there is any cabin left.

There is only one thing that worries Motorman Sortors, and that one thing keeps Harry enjoying another thing.

Willie Reinhardt says that those that rush into love in the spring are usually the ones who complain about the tough winters. "Do you mean life or weather, Willie?"

The following named motormen and gripmen of the 28th and Castro Streets Division have written no accident reports for the past six months, September 1st, 1936, to March 1st, 1937:

Bakopanos, G.
Biboly, D. C.
Bishop, H. N.
Botts, H. L.
Burns, E. E.
Campion, J. J.
Cantoni, L.
Carr, J.
Catoir, C. E.
Day, K. F.
Fuller, J. C.
Gallo, C.
Hageman, G. E.
Healy, T.
Holtzen, F. R.
Horton, J. B.
Hugh, E. H.
Jones, H.
Knox, F. A.
Langston, W. J.
Larsen, R. E. V.
Leamon, R. P.
Lowder, E.
McPhun, C.
Morrison, F.
Munday, O. H.
Oslin, E. U.
Penick, D. A.
Schleub, A
Semmelhaack, J.
Strohecker, W.
Walter, F. C.
West, W. H.
Wickett, C. E.
Williams, S. U.
Willman, J.
Zucconi, E.

Conductor Nerio is talking about the budding trees, the moonlit heavens, the scented air, the chirping birds. Keep calm, Pete.

Conductor Johnson says he will never try to get to the car house again; he lost out once. John says the next time the car can stand on the street.

This column sends its regrets to Motorman Gow, whose sister died in Southern California. Herbert journeyed south and brought the body back to Eureka for burial.

Following is a list of our 28th Street family, who are at present on sick leave, all of whom we hope to see back on the job real soon:

Sutilef, C. R.	Knox, F. A.
Pauley, H. E.	Munday, O. H.
Brown, D. G.	Horton, J. B.
Dupuy, E. P.	Zucconi, E.

Friends

It happened at the spring training camp of a major league baseball club.

"The umpire for today's game is at the gate with two friends. Shall I pass them in?" inquired the gatekeeper of the manager.

"An umpire with two friends?" gasped the manager when he could get his breath. "Sure!"—Grit.

SUTRO SURF BUBBLES

(Continued from Page 42)

Mr. Mike Hountalas, the coffee stand man at Sutro Depot, is all smiles again as his children had the flu and Mike was pretty much worried for a while, but they are all well now.

His new home is nearly finished, and he is telling all the boys about what a house warming he is going to have, and every man from this division is invited.

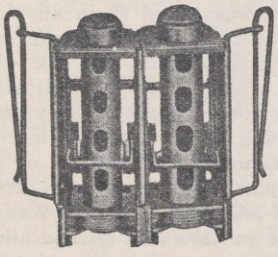
Nos. 1, 6 and 11 is a very good rating for the Municipal Examinations, the three men from Sutro taking the exams for shopmen passed that way, but had No. 11 taken some schooling like No. 1 and No. 6, he may have passed No. 1 instead of two ones or No. 11. 'Nuff said. Good luck, Broyles.

By the way, it cost two ones (No. 11) a good American dollar for not being near or above No. 1.

We have it on good authority that Rosy, our genial car cleaner, when he gets a day off, makes good use of his new pass, eh, Rosy.

THINK SAFETY

HOW DO THEY KEEP OFF THE "SHORT" AND "OVER" LIST
By Using a
JOHNSON UNIVERSAL CHANGER



Adjustable to eject a varying number of coins. Each barrel a separate unit, permitting interchange of barrels and the adding of extra ones when desired. Assembled in FOUR BARREL units for the Market Street Railway, consisting of one quarter, one dime and two nickel barrels.

IMPOSSIBLE TO MAKE A MISTAKE

Obtain in Employment Bureau, 729 Holbrook Bldg.

Mfd. by Johnson Fare Box Company, F. F. Bodler, Agent

Oak and Broderick

By J. L. EDMISTON *and* L. E. HOWARD

Vladimir Rassouchine during the cold snap has taken to raising a mustache, which is quite becoming to him. Vladimir states that it takes great courage and lots of patience to raise a mustache such as he has.

Henry Noll stated that after reading the article about him in last month's magazine, it was not mud on his heels, but horse feathers.

Now that spring is coming along and the flowers are starting to blossom, John Paterson has brought up some beautiful bouquets, which he distributed among his many friends.

Harris K. Light was seen driving past the barn the other day in his Ford Eight. Harris got lots of pleasure out of the old car, and has visited many points of interest around the Bay region since he purchased it.

Glad to state Jim Valentine is back on the job again after being laid up with the flu some time. Jim stated that on his come back, you cannot keep a good man down. Stay with the old ship, Jim.

We have not heard of Jack Sousa taking any trips down to Monterey of late. Usually at this time of the year Jack packs bag and baggage and starts down the country to visit relatives and friends.

It has been reported that Joe Wyhlidko has been suffering with what they call the gold fever. Anyone wanting to know what this is see Joe and have him tell you about the mines and gold back up in "them thar hills," in the Mother Lode.

Eugene Fraser and wife made a trip up to Stockton and Lodi this past week, where they had a very pleasant trip. Eugene said it would be a swell place to live if a person had lots of money and did not have to work.

Miles Monroe had a very successful day at fishing near Tracy, catching about 29 cat fish. Miles stated they were just a nice size for frying, averaging about eight or nine inches in length. He had such good luck fishing there this time, that he is beginning to believe that he is a real fisherman, so he intends to go back again some time.

Sam Siegel is kept quite busy here of late collecting at Fillmore, the Polytechnic High School, and the W.P.A. workers, but leave it to Sam, he always keeps the situation well in hand.

Just to show you that they did take plenty of gold out in the early days in the Mother Lode country, the following is a story taken from a local paper:

"A story of the fabulously rich strike made at the Carson Hill mine in 1851, and which assertedly produced the largest single nugget ever found in the world, not even barring the famous $41,000 Welcome nugget unearthed in Australia, has been found in a very old paper. 'In 1851,' says the story, 'A pocket of gold was discovered on the summit of Carson Hill, in what is now known as the Morgan Mine. It is said that nearly $3,000,000 was taken from an excavation at that place, that was only about 20 feet square and not over 30 feet deep. The formation in which the gold occurred was a magnesium rock (talc schist), heavily ironed, stained by oxidation of pyrites in part, but mostly of iron-bearing bi-silicates. The gold was accumulated in bars and shreds about a larger central mass, like a huge

golden octopus. The miners worked under armed guard—a very necessary thing in early days. When blasting, the powder was charged into the drill holes (black powder being used) and the rock then covered with rawhides and timbers to prevent the rock and gold from flying. When the blast had gone off, the men went into the hole and picked loose such of the metal as they could get. The longer stringers were twisted and pried with bars and beaten with hammers, to loosen them. Often it was necessary to cut the gold with chisels, according to the statement of Mr. Ponce, a Chilean, who worked in the pit of gold at the time. The Carson Hill pocket was undoubtedly the largest ever found in the world, allowing all reasonable latitude for exaggeration—a 'factor for safety' usually necessary when considering these tales of the ancient miner.' "

If anyone wishes to learn the new system of auditing the fare box readings on their trip sheet "A la relief Dispatcher Jack Tyers," Conductor Tom Darcey will be glad to instruct them.

Our sympathy goes to Motorman Fred Langer, whose recent illness affected the nervous system of his eyes, and he was informed by Dr. Taylor that it would possibly be six months before he would be able to return to work. Keep your chin up, Fred; we don't think it will be that long.

On account of a recent illness, one of our old favorite motormen, S. F. McNitt, has been put on the retired list. Don't be a stranger, "Mac," for your old buddies around the barn would like you to come around and say "Hello."

The finest example of sportsmanship, brotherly love, or what have you, is most apparent when Motorman C. Barnett and Conductor L. Broderick are sitting in on the same domino game.

The following list gives the names of conductors and operators at the Oak and Broderick Division who were not on the short and over list for the month of January, 1937:

Aldridge, C.
Allen, R. B.
Anderson, Jas.
Birman, J.
Bartlett, A.
Barba, L.
Bain, H.
Byers, W.
Brady, P. J.
Behlendorf, H.
Berner, C.
Carr, S.
Cheney, D.
Coffey, M.
Curtin, D.
Christopher, B.
Cowden, R.
Crutchley, A.
Daly, T.
Darcey, T.
Eaton, C. O.
Eagan, J.
Fay, W.
Florence, F.
Finklestein, B.
Franklin, F.
Fraser, Earl
Gedgate, F.
Geldmacher, C.
Gold, A.
Havens, E.
Hood, C.
Hassell, G.
Heintz, C.
Hodges, R.
Hulme, P.
Hildebrand, H.
Love, S.
Lucier, A. C.
Latimer, M.
Lasater, C.
McCarthy, R. E.
McKenzie, W.
Meyers, W.
Mayville, H.
Maloney, M.
Melton, R.
Mosley, J.
Monroe, M.
Merryman, C.
Noll, H.
O'Connor, J. J.
O'Rea, H.
Orner, J.
O'Rear, A. L.
Plant, T.
Pedersen, L.
Polcyn, J.
Paterson, J.
Rinker, G.
Rosemeyer, J.
Rassouchine, V.
Rontree, T.
Siegel, S.
Simpson, G.
Stevens, E. C.
Schneider, C.
Sabo, H.
Stevens, W. H.
Stocker, A. A.
Smith, M.
Singer, W.
Wilson, A.
Wyhlidko, J.
Woods, W. T.
Wilks, J.
Wade, L.
Young, H. E.
Young, W.

Our "utility man," Mr. Jim Neubert, as he so aptly describes himself, was asked why he wore overalls after 8 A.M., since from 5 to 8 A.M. he is superintendent of 13th Avenue Yard, and Jim replied, "Boys, this is only a disguise."

Below are the names of Motormen, One Man Operators and Trolley Coach Operators on this Division who had no accidents from August 1st, 1936, to January 31st, 1937:

Allen, M. R.
Anderson, Jno.
Carlson, A. E.
David, F.
Fraser, Earl
Fordtran, G.
Harper, G. O.
Henry, M.
Hudaklin, M.
Jablonski, S.
Jewell, E. H.
Langer, F.
Larsen, R.
Meyers, W.
Miller, J. B.
Miller, J. C.
McDonald, F. D.
McCullough, T.
McCarthy, D. E.
Noll, H.
O'Lanie, H.
Pedersen, L.
Polcyn, J.
Provich, G.
Pocan, C.
Quistad, J. R.
Rice, J. G.
Stevens, W. H. No. 966
Stevens, W. H. No. 914
Wheaton, F.
Young, H. E.

A. A. Lusto (great little man) on the No. 20 Line, while telling of his career in the Marine Corps, stated he spent three years in Haiti, and, due to tropical climate, he was as black as the writer (Dispatcher Howard) when he left there. Since there seems to be a question as to where Sperry spent his early life, Motorman Dan McCarthy wanted to know if that was where he enlisted, which caused Speery to emote beautifully.

Shop Foreman J. Nolan can put the work coat in moth balls until next winter, as the thermometer undoubtedly won't go down to 38 degrees this late. What's the matter, Johnny? You used to be able to take it down to 30 degrees in your shirt sleeves about ten years ago. "Time does change things, doesn't it?"

THINK SAFETY

Motorman O. C. Johnson used up some of his surplus energy breaking in as a conductor, but says there isn't enough action on the back end to keep him from getting sleepy. All right, Orrin, we will see if it is easier to keep out of the arms of Morpheus on one of those high-speed football trippers when the season begins—you know, Ferry car—up both sides, please.

Easter will soon be here and it will be an excellent time to get rid of the old uniform, which has taken such a beating during the past rainy season. Of course, you don't have to wait until Easter to break out in a new one.

Equal

Daughter: "The man that marries me will have to have money to burn."

Father: "Well, he'll meet his match."

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KINDNESS

Life's all too brief for care and grief;
Too short for bitter tears;
So, let's be GAY, each passing day,
And fill the world with CHEER!!
Yes, let's be KIND; Let's bear in mind
That life is far too short,
For single flash of anger rash,
Or word of hateful sort!
Too OFTEN—we speak angrily
To those we hold most dear!
Yes, EVERY day in thoughtless way
We cause a sigh or tear!
I can divine of naught more fine
For man to leave behind;
Than this Fair Name, "He had the name
Of always being—KIND."

—Author Unknown.

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SPRINGTIME IS PARK-TIME

GO BY

WHITE-FRONT CAR